BROADWAY AND ANN STREET.

JAMES GORDON BENNETT, IROPRIETOR

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### AMUSEMENTS TO-NIGHT.

PIPPH AVENCE HALL-HELLER'S WONDERS. WALLACK'S THEATRE-DIPLONACY UNION SQUARE THEATRE-A CHARRATED CASE GILMORE'S GARDEN-GREAT LONDON CIRCUL FIFTH AVENUE THEATRE-USELE TON'S CARIN BOOTH'S THEATRE-Matines-IL TROVATORE NIBLO'S GARDEN -CHAIGA DROUG BROADWAY THEATRE-THE EXICES. WEST SIDE THRATRE - UNCLE TOW'S CARIN. PARE THEATRE-OUR BACHS LORS.
GRAND OPERA HOUSE-THE FOREMAN GIRL. LYCEUM THEATRE -LE MEDICIN DES ENPANTS. STEINWAY HALL-PLANG BECITAL ACADEMY OF MUSIC-CONCERT. TIVOLI THEATRE-VARIETY. EGYPTIAN HALL-VARIETY. SAN FRANCISCO MINSTREAS-THE FUNNY BARRES AMERICAN INSTITUTE-BARNER'S SHOW. ACADEMY OF DESIGN-ART EXHIBITION TONY PASTOR'S - VACUATE THEATRE COMIQUE A CELEBRATED HARD CASE

### WITH SUPPLEMENT.

NEW YORK SATURDAY, APRIL 6, 1878.

IMPORTANT NOTICE TO ADVERTISEDS \_ The insure the proper classification of advertisements it is absolutely necessary that they he handed in before eight o'clock every evening.

The probabilities are that the weather in New York and its vicinity to-day will be slightly warmer and cloudy or partly cloudy, with occa sional light rains. To-morrow it will be warmer, probably with rain and morning fog or haze.

WALL STREET YESTERDAY .- The stock market was active and steady. Gold opened at 101 and closed at 1007s, all sales being between these figures. Government bonds were strong, States steady and railroads irregular. Money on call was active at 7 per cent, but closed easier at 4 n 5 per cent.

THE INTELLIGENCE that Oregon has put s greenback ticket in the field will cause the hard money centres of the world to tremble.

PLNSYLVANIA from men have put themselves to the unnecessary trouble of informing the country that they do not want a revision of the

THE ACQUITTAL of the three policemen in dicted for the killing of the unfortunate mat Lennhan is not calculated to check the clubbing

THE CHALLENGE of the Australian champion rower, Trickett, turns out to be a silly forgery. He is willing to row in Australia, but has not offered to come to this country.

WHILE the dealers in milk are considering the question of the reduction of the price of that article let them not forget the advisability of a reduction of the water allowance

MONMOUTH PARK has been bought for some of the members of the American Jockey Club, so that the return of the racing glories of this well known course may be confidently expected.

THE SALE of only twelve copies of Poe's works and twenty of Tupper's "Proverbial Philosophy" at the book trade auction yesterday is not a very encouraging literary sign of the times.

THE REJECTION of the will of the late Mr. Gordon, of printing press fame, seems to indieate that it is easier to make that intricate piece of machinery than to legally give away the profits of it.

No POLITICAL prisoners, as they are called, are now imprisoned in South Carolina, ex-State Treasurer Cardozo, the last of them, having been released. What has become of all the old time "outragesf"

SINCE the decision of the Supreme Court of the United States declaring the immigrant capitation tax unconstitutional the burden of supporting destitute immigrants arriving at this port has fallen entirely on the State taxpayers. The injustice of this must be apparent to the whole country, and it is to be hoped the resolutions of Mr. Brooks in the Legislature yesterday will receive due consideration at Wash-

It WILL BE SEEN by our special cable despatches that ex-Governor McCormick, our munissioner General to the Paris Exposition, has been warmly welcomed by the representatives of the French government. The flags of the sister republies were seen at every point the Exposition building yesterday. is to be hoped that this competition in the paths of peaceful industry will cement all the more closely the bonds of friendship and good will which have so long united the two countries.

THE WEATHER.-The barometer was unusually low along the Middle and Eastern States and the lakes during yesterday, without being attended, however, by any marked local effects. No adjacent areas of high pressure contribute wind currents to this considerable depression, but the elements of a vast and possibly violent disturbance are present, lacking only the initiatory atmospheric movement to promote its rapid organization. The highest barometric area ie in the South, extending over the United States from Southern Fiorida Westward over Texas. Consequently the strongest winds over a large aren are experienced in the Southern districts, particularly in Florida, although the winds have risen very decidedly in the West, amounting to a heavy gale in the Platte Valley. The most threatening indications present themselves in the lake region, but are not necessarily premonitory to any sudden changes in that particular sec-The organization of a great storm will take place rapidly and probably over a large A very general rise of temperature has taken place with the corresponding decrease of pressure. The weather in New York and its vicinity to-day will be slightly warmer and cloudy or partly cloudy, with occasional light To-morrow it will be cloudy and warmer, probably with rain and morning fog or haze.

Swindle the Government Out of Their Heavy Debt !

The animated debate which has been running on in the Senate for several weeks on the rival bills for securing payment to the United States of the subsidy bonds advanced to the Pacific railroads deserves more attention than it has received. There are four of these bills, but only two of them have made any considerable figure in the debate. Of these two one is genuine and the other a sham. The genuine billthe one which means business and is meant to protect the government-is that reported by the Judiciary Committee and advocated by Senators Thurman, Edmunds, Kernan, Beck, Booth and their coadjutors. The bogus bill, which is intended as a stratagem to defeat the sincere bill, is the one reported by the Railroad Committee and championed by Senators Matthews and Hill. The last named of these bills is supported by the powerful railroad lobby which swarms through the corridors of the Capitol, invades and infests the floor of the Senate, besieges Senators in their private houses and hotels and has the free run of the committee room in which it was concocted. It is important that the deceitful sham be defeated and the honest bill

We do not choose to discuss now a topic of large scope and interest which these competing bills and the activity of the lobby in behalf of one of them suggests. It has been felt for many years that one of the most formidable dangers which threaten our free institutions is the overmastering power of the great and grasping railroad corporations, which corrupt Congress and the State legislatures and are becoming more powerful than the people. The country needs to be constantly warned against this colossal danger, but it is beside our immediate purpose to dwell upon it at present. We hear it almost daily said by men of sense and penetration that the large debt of the Pacific railroads to the government will never be paid, and, so far as there are grounds for this opinion, it is a tresh proof that such corporations have outgrown legal control. If this be a fact it is a most melancholy and discouraging fact. While abstaining for the present from the general topic of railroad influence over legislative bodies we also dismiss as not pertinent to the bills now under consideration the Crédit Mobilier and other gigantic swindles perpetrated in the earlier period of the Pacific railroads. There is no reason for supposing that their management is a whit more honest than it was at the time of the Crédit Mobilier, and considering the character of the roads it seems important that the government should try to protect its interests before it is too late. The men in Congress who are attempting to enforce justice on these graceless and unscrupulous corporations deserve the heartiest support of the press and the people.

In 1898, when the subsidy bonds issued to the Pacific railroads will mature, they will be indebted to the government to the enormous amount of \$122,000,000, and \$177,000,000 according to another mode of computation. The difference between these computations turns on the question whether the government is entitled to interest on its semi-annual payments. If the debt due from the roads to the government at the expiration of the thirty years consists only of the face of the bonds and simple interest it will amount to \$122,000,000; but if the interest paid the government were compe debt would amount to \$177,000,000. In equity the latter mode of computation is correct, but in law it is possible that the Pacific roads can be held to pay only the amount of the bonds and accumulated simple interest. As we do not wish to strain the law against the roads we will assume that their indebtedness to the government at the expiration of the thirty years will consist merely of the principal and simple interest, the government losing interest on its advances. According to this method of computation the amount which the two roads-the Union Pacific and the Central Pacific-will owe to the government on the maturity of the subsidy bonds will be \$122,000,000. The total length of the roads is 1,900 miles, so that when the debt to the government matures it will amount to \$65,000 per mile. The roads could be constructed anew for \$50,000 per mile. It hence appears that the value of the roads at the maturity of the bonds will be \$15,000 less per mile than the debt which will then be due to the government.

It is perfectly clear that the roads do not intend to pay the debt. There is a first mortgage on the roads amounting to \$55,000,000, to which the claim of the government must be postponed. Without preventive legislation nothing is easier than for the reads to make their property worth merely this amount at the expiration of the period, and to cheat the government out of the whole amount which will then be due. This danger of the utter loss of the government claim was not first brought into view by the present Judiciary Committee of the Senate. The Judiciary Committee of the last House of Representatives presented it with perfect clearness in a cogent report, from which we make the following pertinent and striking

extract:—
To pay this the government may find only a wornout road, which, put up at auction, would not pay the
first mortgage bonds. And if these should happen to
be in the hands of those who now control the road
they would doubtle-s become the purchasers and sole
owners, for the objection to a government purchase
would be so great it would never be made, and there
could be no other competitor who would be formidathe managers of the road could permit the interest to
accumpulate on the first mortgage bonds to any amount
requisite to secure their purpose to become owners of
the road without paying any of its debt to the government. The hecessity for prompt measures to secure
the government cannot be doubted.

It is your clear that the convernment is

It is very clear that the government is in great danger of being cheated out of the whole amount of the subsidy bonds and the thirty years' interest on them. The bill of the Judiciary Committee of the Senate seeks to avert this loss by compelling the Pacific railroads to set apart a moderate proportion of their net income as a sinking fund for the ultimate extinction of the debt. The aim of this just and moderate bill is to prevent the roads from distributing their net earnings and their property among the stock- thorities.

The Pacific Railroads-Shail They holders, and thereby putting it out of their power to pay the immense debt due to the government when it matures. It is a bill in the interest of honesty and good faith and for the protection of the national Treasury. The right of Congress to pass such a bill is beyond reasonable question. The act by which these roads were incorporated expressly reserved the right to alter, amend and repeal it in the discretion of Congress. Such a law as is now proposed is no violation of a contract, for the right to amend or repeal is a part of the original contract. If the activity of a corrupt lobby prevents the passage of this bill the natural inference will be that these unscrupulous corporations have become more powerful than the government. Senator Thurman, in one of his speeches, said very pertinently that "the time had perhaps come when it was to be determined who were the strongest-the people or the corporations." The defeat of this just bill would be a shameful triumph of these unscrupulous corporations over the government. If they honestly intended to pay their colossal debt to the government there is no reason why they should sub-sidize a lobby to defeat this fair and mod-

erate bill. The rival bill-that of the Railroad Committee of which Senator Matthews is the foremost champion-is a device to enable the roads to escape their obligations and cheat the government. It makes a false profession of a wish to establish a sinking fund, because it could not gain attention if t openly repudiated this plain obligation. But the bill is so framed that it will not be binding if it passes. It is the mere offer by the government of a proposition to the Pacific railroads, which they will be equally free to accept or to reject atter it shall have passed both houses and received the signature of the President. It has no other purpose than to stave off efficient action and gain time. If it passes the great triumph will have been achieved of supplanting the honest bill of the Judiciary Committee, and, although drawn in the interest of the Pacific roads, they will be perfectly free to reject it. If they should accept it it will be from fear of what Congress might subsequently do to compel them to meet their obligations. We trust that the corporations and their corrupt lobby may not prevail over justice and the clear rights of the government.

#### Missionaries on the Congo.

The first fruit of Stanley's great exploit in following the Congo from Nyangwe to the ocean is the encouragement it has given to the missionary who follows in the footsteps of the explorer and has already reached the region of the cataracts. Even the ultra humanitarians who deprecated Stapley's vigorous resistance to the overpressing attentions of the cannibals of Central Africa will perceive that if he had allowed himself to be eaten, as they insist was his duty, the light of the Gospel would not have penetrated to Wanfuninga or Koruru, perhaps, for another century, because the missionaries would not have heard anything about these benighted regions. It is clear, therefore, that although he may not have been filled with the true evangelical spirit while struggling for his life among the savages of the interior of Africa, Stanley has traced a path for the men of peace and prayer which they are not slow to follow.

# Precinct Police Athletic Clubs.

The dissolution of the Police Athletic Club some weeks ago cannot be regarded as a very great loss. In the first place it was too large and unwieldy an organization, and in the second its rooms were too far from most parts of the city to work the benefit that such an institution, rightly managed, would be sure to bring. There ought to be in every precinct or in every alternate precinct a well-appointed gymnasium, devoted to the training and development of every member of the force within its particular bounds. The necessary apparatus is not expensive, and a hall bright, airy and commodious, and an efficient instructor could be had at a rate low enough to make the monthly expense to each officer barely more than nominal. Let a committee of the police ask the citizens in their own precinct for any aid they need and they will surprised how willingly it be rendered. Every right-minded man naturally takes an interest in the men who protect him, his family and his home. To keep these guardians of life and property active, brave, efficient men, hardly a step could be taken so effective as to daily train them in a well equipped gymnasium, so that they may become strong and enduring. ready to run down any burgiar or sneak thief, and able, unarmed, to take him in after he is run down. At present most of our police do not know how to use either their hands or feet as men in their responsible positions ought to know. Once bring the force in our chief city to a proper standard in this direction, then keep it there, and it will not be long till other cities follow, and every one will wonder why so simple and sensible a thing was not done long ago.

Repaving Fifth Avenue. Senator Hogan's bill to provide for the repayement of Fifth avenue seeks to do a very necessary work, but to do it in an undesirable manner. It is simply disgraceful that this fine evenue, running through the heart of the city-the only pleasure drive to the Central Park-should be suffered to remain in its present wretched and dangerous condition. The demand for its repavement is general, and probably not a hundred responsible persons could be found in the city who would object to the expenditure of the money necessary for the improvement. But there is no reason why a commission should be created to do the work, and the proposition evidently covers an experimental pavement which the people do not want. Fifth avenue should be macadamized throughout its entire length, from Washington square to Ninetieth street, where it meets the hard road. This is what the residents on the line and the citizens who drive over the avenue desire, and the work should be done by responsible contractors, under direction of the regular auAustria's Attitude.

Austrian opinion on the subject of war

with Russia is divided as resolutely as

opinion in England, but more evenly. In

England there is an excitement that is

tion of hostilities the nation would wel-

come the fact with enthusiasm. This is evident to keen observers in England, and is the justification of the threat that the government will not stand any nonsense from the passion. opposition, but if bothered by it will dissolve Parliament and appeal to the country, confident that the result will be an overwhelming majority in its favor. But the English people, and in fact all the peoples of Great Britain, have no reason to be divided on the point of a quarrel with a foreign Power which they conceive to be animated by intentions inimical to their welfare. It is otherwise with Austria, and the very fact that the Hungarians are eager to precipitate the country into a war with Russia arrays on the side of peace other important elements of the nation who do not regard Hungarian politics with more admiration than the ordinary Englishman has for Irish politics. There is no reason whatever why Austria should put herself in a warlike attitude toward Russia because of any stipulations of the Treaty of San Stefano, and the imperial government has never for a moment had any intention or purpose in this relation that could fairly be regarded as warlike. All that has been said which has presented its attitude in that light is the mere chatter telegraphed from Vienna of the correspondents of London papers - men disposed to interpret what they hear in the way that seems to them most favorable to the cause of their own country. Vienna surmises, shrugs, guesses and winks picked up in the catés and passed through a strong medium of British prejudices, appear in print as distinct anticipations or positive declarations that the government is in sympathy with England; that it will not endure the San Stefano treaty; that it it has sent Ignatieff home disappointed, and, in fine, that it is ready to espouse the cause of England because the Powers "have a common interest." Few sayings could be more absurd. England's interest is India and the Dardanelles. Austria cares as much for the North Pole, almost, as she does for either. Her interest is to have a peaceful frontier, to have the Danube countries so settled that they may not be a balance against her, and to keep the Hungarians quiet. All this is possible without great change in the treaty. With these points established the susceptibilities of Austria would be tranquillized. If the news is true-and there is no reason to doubt it-that Germany is endeavoring to reconcile the attitudes of Austria and Russia, the end of Austrian objections to the treaty will soon be heard. There is no quarter from which a word to Austria will have more effect, and as the result of this mediation we shall soon learn that Count Andrassy is again in full agreement with Prince Gortschakoff, or we shall Leo XIII. evidently means to be Pope in hear that Andrassy has a successor in office. It is the immediate anticipation of this result that has given to the Russian Cabinet such confidence in its case that it can now afford to regret that England in her note had not stated what she proposed as well as what she objected to. That opens a door through which much negotiation may

Mr. Butler, of Massachusetts, and Mr. Cox, of a conversation rather than a debate on democracy, patriotism, wit, repentance, good humor, independence and partisanship. It will be seen that the conversation was discursive, and yet it was not without point. Mr. Butler tried to help the democrats out of their sad straits in regard to the choice of a Doorkeeper and proposed that they should choose General Shields, a man wounded in two wars in the service of the country; or, if not satisfied with him, that they should nominate some one-legged Confederate soldier who had also been wounded in Mexico. The democratic opinion, as interpreted by Cox. appeared to be that Benjamin was too unanimous. And yet they did not know exactly how to get around his proposition, and had a very clumsy time of it, which came very near ending in a prayer meeting. There was one point that Cox regretted with some sensibility, and in which the public will fully agree. He deprecated Butler's repetition of an old joke. Butler once sat on Cox and flattened him out with that tamous joke about "shoo fly." Yesterday he repeated it. Cox was sorry. So are we. For if it is a confession that Butler had no new fancy we regret that; and if Cox was to be stirred up at all we should have preferred to see it done with a new and brilliant fancy that would have excited his admiration and thereby have turned his attention away from the less agreeable aspects of the

# French Opinions.

Prince Orloff's complaint to the French government in regard to the strictures of a portion of the Paris press on Russian polities, and the answer made, mark somewhat sharply the change in France. Never before was there a time when the government of France did not admit its responsibility for what was said in papers whose appearance it could stop when it chose. One of the facts that Continental statesmen and rulers-and these not only Russians and Germans, but Frenchmen also-never could fairly make out in the internal economy of England was, that the government while keeping up friendly intercourse still permitted newspapers to revile and caricature their policy and their magnates, and pretended it could not help it. Now they suddenly see France take the same position, and the fact is even less comprehensible with her than with England. Still, France is not absolute in her assertion of the freedom of the press. Although the government declares it has no control over the papers, it "invites" them to be less aggressive-a hint they will heed. The journals complained of are the Débats and the République Française. The first of these is in sympathy with English views and does not like

Russia's practical confiscation of the best part of the territory whose tribute was of peculiar moment to the Turkish bondholders. Hence its tears. Gambetta's organ assails Russia sharply because, as Russia was another part of Germany in 1870, Geralmost at the point of a war fever-and if many is now perhaps another part of Rusthe government ventured into the initiasia. In the present co-operation of these Powers the Frenchman sees the complement of a bargain whose first result was against France. That view blinds a clearsighted man with its relations to patriotic

# An Inexcusable and Fatal Railroad

Collision. If those who are directly responsible for the latest railroad disaster in Lehigh county, Pa., had set their wits to work on organizing a grand "smash up" of freight and oil trains they could not be more successful than they have been. With a carelessness that is wholly criminal a freight train was stopped on the regular track to allow a hot journal to cool, and no proper precaution was taken to notify the train following that the way was not clear. An oil train that came thundering down the road at a high rate of speed dashed into the freight cars, causing a tremendous crash. The locomotive exploded immediately on striking the standing freight train and set fire to the wrecked oil cars, whence a great stream of flaming oil carried destruction to a railroad bridge and a large foundry and machine shop close by. During the efforts to clear the road an oil tank exploded from the intense heat, killing several men and seriously injuring over twenty others. Nothing occurred in connection with this 'accident" that might not have happened if a hot journal had delayed a passenger instead of a freight train. The circumstances do not suggest that any better care would have been taken to guard against danger in the one case than in the other. As in the recent "smash" on the railroad in Virginia, the "accident" has been that a greater loss of life did not attend the collision, which, if utter recklessness was followed by its legitimate results, ought to have been the cause of fifty or a hundred deaths. We suppose that this occurrence, though it may not in the opinion of the authors rank as a railroad disaster, will be investigated. An intelligent coroner's jury, composed perhaps of railroad employés, will probably find that several persons lost their lives by standing too near an overheated tank of oil. Possibly the conductor of the freight train may be suspended or even dismissed, but the track being once more clear the rattle of business on the Lehigh Valley Railroad will cause the employés to forget all about the "accident" until another has been exploited. In the meantime, however, the laws of Pennsylvania may be invoked for the protection of the travelling public; but the question is whether that State enacts laws that are held in more respect than has been shown for the rules and regulations of the Lehigh Valley Railroad Company by its employés.

#### The Pope and the German Bishops.

fact as well as in name. The reorganization of his household, the composition of his own state and religious papers and addresses, the slow but steady manner in which he is removing the trammels left him by his predecessor, all go to show that a new departure has been taken at the Vatican, and that if the Catholic world is not now moving solely at the command of its one supreme head it will very soon be in that position. In the House of Representatives yesterday | Pius IX., for several years prior to his death, was so feeble that he was practically unable to exercise a firm control over its thousands of zealous workers in the different countries of Europe. This was notably the case in Germany, where the ultramontane bishops, by their extreme policy, almost brought the Church into armed conflict with the government. These gentlemen have just been served with a polite notice from the new Pope that the best way to help Catholicity in that country is to attend to their business of saving souls and let politics alone. They must, he says, do nothing to prejudice the negotiations for re-establishing the relations between Berlin and the Vatican. This command of His Holiness will, of course, be obeyed by the "black dragoons" of the Church as submissively as an army would obey its general, and the Pope will be at liberty to make his own terms with Prince Bismarck without the interference of the subordinates who have caused all the trouble and difficulty that exist. In a worldly point of view this action of the Pope is the most important he has thus far taken. It foreshadows the end of the semi-hostile attitude of the Church toward most of the European governments, its probable divorce from politics and a concentration of its great ability, zeal and resources in the purely re-

# PERSONAL INTELLIGENCE.

Judge William Beach Lawrence, of Rhode Island, is at the Albemarie Hotel.

Russia has thirty-four inhabitants to the square mile, while England has 359. A marriage has been arranged between the Duke d'Aosta, of Italy, and a Colonna princess.

Jefferson Davis and wite called upon President Diaz, in the city of Mexico, on the 29th of March. General Ignaticff is bald above the forehead, and has a still black mustache over a thick, pursy mouth.

General Francis Fessenden, of the regular army, has by the death of an aunt become very wealthy.
Senator J. D. Cameron, of Penusylvania, arrived at the Brevoort House last evening from Washington. Mrs. Theodore Tilton and her young son have taken

board for the summer at Warwick, Orange county. Very many people are settling in Minnesota an taking up farms. No better State could be selected.
Nicolas Roch, the official executioner in France, has kept a register of his public acts. Seventy-sign heads have failen at his feet.

Ex-Governor Wells, of Louisiana, arrived in Wash-

ington yest rday, and had an interview with the President during the alternoon.

Henry James, Jr., whom the Athenaum praises as a writer and thinker, says that an enthusiasm for Pos is the mark of a decidedly primitive stage of reflection. Postmaster General Key and party arrived at Like City, Fin., yesterday and proceeded to Cedar Keys, where they will arrive to-day, about four o'clock A. M. Senator Howe, who is creating so great a sonsation, does not look like the bully that some of the newspapers describe him to be. He is fairly tail and quite sim. His face is thin, pale, delicate and rather effem-

The Duke of Edinburgh and his wife (the Czar's daughter) are on board the English war vessel Sultan. which the Doke commands. A German exchange asks what would be done if a Russian torpedo should blow the Sultan to pieces and kill the reyal pair?

#### AMUSEMENTS.

ITALIAN OPERA-MISS KELLOGO'S DENEFIT. One of the largest, most fashionable and enthus of Booth's Theatre assembled last night at the benefit of Miss Kellogg. It was the last night also of the of Miss Kellogg. It was the last night also of the opers season—a br.ef, but remarkably successful one. The programme was such as opers goers seldom have as opportunity of enjoying on the same night. The first act of "La Traviata," with Miss Kellogg as Violetta and Tom Karl as Alfredo, commenced the programme. This was followed by the second act of "Mignon," with Miss Kellogg as Mignon, Miss Montague as Frina and Miss Cary as Prederico, with Tom Karl and Mr. Gottschalk as Gurleimo Meister and Laerte. The fourth act of "The Hugeenots" succeeded, with Mile, Roze as Valentine and Signor Frapolit as Raoul. The mad scene from "Hamlet," with Miss Kellogg as Ophelia, brought the programme to a close. During the evening Miss Kellogg, Mile. Roze and Miss Cary mer with the most enthusiastic greetings and wore recalled several times before the curtain.

ACADEMY OF MUSIC - THEODORE THOMAS' LIST PUBLIC REHEABSAL.

The announcement that Mr. Theodore Thomas is about to end his musical season in New York, and that with a grand orchestra of the Philharmonic Society, consisting of upward of one hundred performers, that organization would appear in public rehearsh for the last time, attracted to the Academy of Music yes. terday afternoon one of the largest and most critical audiences that has recently occupied this place of amusement. The selections on the programme, however, were themselves of a character well calculated to mesure a great attendance of the lovers of music, and it is said to say that few were disappointed in listening to the superb interpretation of the several numbers. The first part of the performance was Beetboven's exquisite music to Gothe's Egmona, opus 84, consisting of (a) over'ure, (b) song, "The Drums Loudly Rattle," by Mmc. Pappenbeim; (c) entr'acte No. 2, larghetto by the orchestra, and (d) Drums Loudly Rattle," by Mmc. Pappenheim; (6) entr'acte No. 2, larghetto by the orchestra, and (d) song, "Glado ass and Sanshine," by Mmc. Pappenheim. The second feature was Rubinstein's grand "Ocean" symphony, comprising the following movements:—Allegro maestoso, adagio, allegro, adagio no tanto, scherzo (presto), adagio—allegro con lucco. Probably not since the time whon the great composer and planist ied an orchestra in person during his visit to New York, and lent to the performance the mignetism of his own presence, has this superbwork bees more effectively presented. If over poem was set to music and the resources of justrumental harmony evoked wherein are combined effects which intelligently describe a vast and varied theme, like that suggested by the intemperate mode of Old Ocean, set that music tells its own story and sets one a dreaming, it is in this symphony, and the applause of the audience warmly attested their admiration both of the subject and the manner of its illustration. The concluding portion of the programme was a selection from Wagner's "Götterdammerung"—that portion of it in which Siegiried, after having been stabbed by Haran, finding death at hand, narrates the story of his life and how ne won Brunhide. His companions raise him on his shield and in sorrowful procession beat him back to the Halt of the Nibelungs. It is here that occurs "the tuneral" mouse which forms the opening part of the selection. This being performed with solemn effect by the orchestra, Brunhide appears in the person of Mmc. Pappenheim, who proceeds to recito in tender and yet majestic measures the story of her griofs and wrongs, the love sho bears for her spouse and wby she joins him in death. Pappenheim may have sung better elsewhere, but never so well in the presence of a New York andience. It is a severe tost of the power of any artist when she is required to hold her own, as it were, with a hundred or more instruments flooding a stage with sound, but it was one which was successibily withstood yesterday in a ma

#### LITERATURE.

has passed through so many editions and won such wide popularity, has just published through Routledge & Sons two volumes of "Walks in London." Although this is not a new subject, Charles Knight, Leigh Hunt and others having treated it almost exbaustively, Mr. Hare has put new interest in his material and made a book that every one who has visited or intends to visit, and even those who has visited or intends to visit, and even those who will never visit London, may read with profit and entertain-ment. London is much changed since Knight's book appeared, and as Mr. Hare knows the city as thoroughly as any person can, he is well fitted to write of these changes. In these two volumes all the objects of interest in London are described consecu-tively as they may be visited in excur-sions, taking Charing Cross as a centre. The first volume is chiefly devoted to the city, the second to Westminster. The author has adopted the plan of his works on Italy, of introducing quotations from other authors. Although valuable as a guide book, it is much more interesting than a guide book. In Westminster Abboy and the picture gal leries he says he has tried to give such details as may suggest now lines of inquiry to those who care to linger and investigate. "No town in Europe," says London: even in the city almost every street has its tree. And pity often is ill bestowed upon Londoners by dwellers in the country, for the fact is all the best attributes of the country are to be found in the town. The squares of the West End, with their nigh railings and ill kept gardens, are certainly ugly enough; but the parks are full of beauty, and there are walks in Konsington Gardens, which in early spring pre-sent a maze of leveliness. Lately, too, since window gardening has become fashionable each house has its boxes of radiant flowers enlivening the dusty stonework or smoke-blackened brick, and seeming all the more cheerial from their contrast. Through the markets, too, all that is best in country produce flows into the town; the strawberries, the the vegetables, are always finer there than places where they are grown. There is a certain class of try which finds the most luxuriant stimulant in the ceaseless variety of London, where there is always so make so much to be thought of. It will be seen by the foregoing that Mr. Hare is quite as great a stickler for city life as Charles Lamb, whom he quotes to desend his views. Certainly, "Walks in London" is an ex-ceedingly charming book. It is profusely illustrated,

Mr George P. Prescott has in Appleton's press "The Speaking Telephone and Other Electrical Novelties." 'Modern Dwellings," by the well known architectural writer, H. H. Holly, is to the press of Harper &

A. S. Wallace, author of the "Distribution of Animais" and other notable books, has in Macmillan's press a volume entitled "Tropical Nature," with other

Carleton has in press "Birds of a Feather Frock Tegether." by E. A. Sothern, the distinguished author

James Anthony Froude, the eminent English histo-

rian, has sent an elaborate article to the Internationa Review of New York, containing most remarkable statements upon the subject of science and religion He holds that the present state of religious opinion throughout the world is extremely critical; that theo logians no longer speak with authority; that those who uphold orthodoxy cannot agree on what ground to defend it; that materialism all over Eu-rope is respectfully listened to whou it af-firms that the claims of revelation cannot be maintained; and that the existence of God and of a toture state, the origin of man, the nature of science and the distriction between good and evil, are all open questions. He says that no serious con sequences, at least in England and America, are yet outwardly apparent, and that the entire generation at present alive may pass away before the inward change shows itself in marked external symptoms; but that

it is certain that religious opinion is moving with in-creasing speed along a track which it will never retrace, and toward issues infinitely momentous.

The new edition of White's "Natural History of Silborne" adds to that favorite and oft-printed work

the correspondence of the author and many notes and illustrative appendages. Captain Gambier bas written a short history of

Servia, soon to appear in London.
Dr. W. W. Hunter's "Statistical Account of Bengal," in twenty volumes, is a work not only of great mag

nitude, but of unapproachable value.
That indefatigable statistical writer, Maurice Black

has written a new "Tratté Théorique et Pratique de Statistique."

The London Specialor, in a review entitled "A

Broad Christian," draws a picture of Gerrit Smith in a few characteristic touches, which are full of inter-